

stretches a mile from corner to corner. Inside that facility are more than 4,200 Louisvillians—and a few Hoosiers—operating state-of-the-art machinery capable of producing six different vehicles.

Ford has a long and robust history in Louisville. The company has been manufacturing vehicles in Derby City since the Model T in 1913. The Louisville assembly plant opened in 1955 and since then has produced the Ford Ranger, the Bronco II, and the Explorer, to name just a few. Across town, the Kentucky truck plant has been operating since 1969 and employs nearly 5,000 workers.

For years, both plants thrived—and with them, families. Just recently, a woman who now works at Ford told me that her dad had worked there for 50 years. Stories of Ford careers that span lifetimes—and generations—aren't rare in Louisville. There are fathers and daughters who have built careers side-by-side on the line.

But by 2008, the Louisville assembly plant was outmoded and the U.S. economy was in crisis. The plant's future was clouded with uncertainty. Workers came to work everyday not knowing whether their jobs would be there tomorrow. Ford needed to innovate. It needed to produce vehicles that the American people could afford, that were sleeker and more fuel efficient, and that met a changing desire among car buyers who wanted more dynamic, economical vehicles. But the company needed a financial bridge to do it.

In Congress, I worked to include the Advanced Technology Vehicles Manufacturing Loan Program in the Energy Independence and Security Act of 2007. Ford received a \$5.9 billion loan through the program, which allowed the company to invest \$600 million in the Louisville assembly plant and to remap their future. In 3 years, the Louisville assembly plant has gone from uncertainty to a complete retooling. Last month, I was proud to join Ford officials and hundreds of workers to unveil what is now the biggest, most flexible high-volume Ford plant in North America. The plant has added more than 3,000 jobs, and the increases in production have led to thousands more suppliers, of which there are 500 for the new Escape model alone.

Ford also worked with the UAW to renegotiate its contract and add a third shift at the plant. By the end of this year, the company will employ more than 8,000 people in Louisville. The positive relationships forged between organized labor and Ford in Louisville should serve as a model of compromise and cooperation for the rest of the Nation.

The Escape is a success story of American ingenuity and innovation for the private sector, for organized labor, and for the Federal Government. And it's a victory for Kentucky. Ford's new investments at the Louisville assembly plant and the Kentucky truck plant are expected to contribute more than

\$800 million to our Commonwealth's GDP. Let's be clear: this happened because of the leadership of Ford, UAW, and our unparalleled workforce. But none of it would have been possible without key government investments to advance large-scale innovation.

There were some who said we should let the auto industry fail. In Louisville, that would have meant putting thousands of Ford workers out on the street. It would have meant that the thousands of workers at supply companies who provide parts for the new Escape would have been updating their resumes instead of assembling Ford's newest and most advanced models. And it would have been an admission that in America our best manufacturing days are behind us. We're proving that wrong every day in Louisville and across the country.

Over the past 28 months, American manufacturers have created nearly 500,000 jobs. That's the strongest period of growth in manufacturing employment since 1995. And it's because we are using strategic Federal investments to spur innovation and leverage private sector investment. Just this month, the AP reported that Ford Motor Company sales rose 7 percent in June. The reason? Strong demand for the new Escape, which is selling at a higher rate than ever before.

□ 1040

There are still plenty who say government is part of the problem, not part of the solution. But since at least the 1940s, we have known and generally acknowledged that the market cannot do it all on its own and that there is a role for government in pursuing short and long-term economic growth and prosperity in this country.

You can find it in Louisville. Our workers, Ford, and government partners—Federal, State, and local—have shown just how successful we can be working together to build the vehicles of the future and the innovations that keep our city, and our country, on the leading edge of manufacturing.

PEOPLE WITHOUT JOBS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. MURPHY) for 5 minutes.

Mr. MURPHY of Pennsylvania. Mr. Speaker, last week, we received some unemployment numbers, or employment numbers, of 80,000 new jobs. It was a bleak statistic telling us that now we were in our 41st straight week where unemployment was above 8 percent. Of course, the real unemployment numbers are saying there are 23 million Americans out of work or looking for work, people who are unemployed or underemployed based upon their skill set and taking whatever job they can get.

But put this 80,000 new jobs in an additional context, and it is of deeper concern. This year, 3.1 million students

graduated from high school, and 1.7 million graduated with a bachelor's degree from a program. Add to that list also those who have an associate's degree or simply have dropped out of school, and we recognize those 80,000 new jobs are barely a drop in the bucket.

Also note that among those who are college graduates, recently, 53 percent of them are underemployed; that is, working in a job below the qualification levels which they have achieved. About 1.5 million under age 25 in 2011 were jobless or underemployed, the highest in at least 11 years. In the year 2000, the share was at a low of 41 percent.

Now, families are concerned because they don't want more unemployment checks when they can be getting an employment check. They need jobs to pay for their food and their housing, to pay off loans for their cars and schools, to save something for retirement or save something for other family needs for the future.

But put this in the context of other increases families have had to face in the last few years. The increased cost for gasoline in the last 3½ to 4 years is about \$2,200 per year per family. The increased cost of electricity with new coal regulations put forth by the EPA will cause families' electric bills to rise by \$300 to \$400 per year. The new coal regulations are estimated to lead to a loss of 180,000 jobs per year. CONSOL has announced it's laying off 318 miners. Arch Coal has laid off 750 miners in Kentucky, West Virginia, and Virginia. Alpha notified employees at four West Virginia mines of a loss of 100 jobs.

The coal regulations are such from the EPA that we have had no new coal-fired power plant permits granted for the last few years. Simply, no plants are being built, and ones are being closed down. And yet we have a massive amount of coal which we can use to create clean energy if the EPA would allow us to build some newer, cleaner plants. Look at sulfur dioxide—there has been a 56 percent decrease, and with nitrous dioxide a 38 percent decrease since the 1970s, while coal has tripled in its use. Mercury emissions have decreased by 60 percent since the 1950s, and we can do better.

We also note that we can have new jobs from offshore drilling, and although the House has passed such legislation, the Senate and the White House have blocked it. If we drill for oil and natural gas, several things can happen. One, it can free up 2.5 to \$3.7 trillion, which we can use to invest in infrastructure of roads, highways, bridges, locks and dams, and water and sewer projects. But as long as those areas are blocked, we cannot reap the benefits from that. Instead, we continue to spend money to protect OPEC oil fields and had a trade deficit of \$127 billion last year with OPEC. And sadly, of course, there is that unmeasurable, immeasurable cost of having our soldiers, sailors, airmen, and marines

fight overseas, fighting Taliban and al Qaeda funded with OPEC oil profits.

Finally, we have the increased cost of health insurance. The Kaiser Family Foundation has estimated the cost to the average family to be about \$1,200 more since we passed the health care bill here, and median income for families is down \$4,300.

There are solutions that the House, Senate, and White House can work on together. But much of this is in the area of using our domestic energy and to stop saying “no” to domestic energy. Although an all-of-the-above policy that includes wind and solar is valuable, we cannot create jobs by also saying “no” to coal, 10 Federal agencies trying to block natural gas drilling, and everyone dropping the ability to drill for oil. We have solutions, we have answers. We only have to have the will to pass these.

WOMEN OF THE DISTRICT OF COLUMBIA ARE NOT PAWNS

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from the District of Columbia, (Ms. NORTON) for 5 minutes.

Ms. NORTON. Mr. Speaker, American women have been outraged by Republican attacks on reproductive health this term. We saw it in the decision that was later reversed by the Susan G. Komen Race for the Cure when it initially pulled funding for Planned Parenthood for breast cancer screenings, and we saw it again in Republican attempts to defund Planned Parenthood, and then again to block access to contraceptives as part of health insurance.

More seriously, beneath the radar, there has been a far-right campaign, as announced by anti-choice forces, that will emerge in the markup of H.R. 3803, a frontal attack on abortion rights as guaranteed by Roe v. Wade. Representative TRENT FRANKS, the sponsor of H.R. 3803, and anti-choice forces have unleashed a full-fledged attack on Roe and the Nation's women, using women in the Nation's Capital as pawns.

The District of Columbia Pain Capable Unborn Child Protection Act, a bill without any scientific basis, seeks to ban all abortions in the District of Columbia after 20 weeks of pregnancy, with very limited exceptions. However, Roe v. Wade requires viability to be determined only by a physician and not by statute. Although the bill is nominally addressed only to women in the District of Columbia, it seeks to rally the most extreme Republicans by achieving a Federal imprimatur, however bogus or limited, for use in an ongoing campaign across the Nation to get States to defy the law of the land under Roe v. Wade. Several conservative States have already passed similar laws, but neither Congressional Republicans nor anti-choice organizations has the nerve to proceed in the usual way with a post-20-week abortion ban bill for the Nation because they know that women and their supporters would

angrily turn back such an attack on Roe v. Wade.

The full and equal American citizens who live in the Nation's Capital, pay Federal taxes, and go to war demand to have their laws respected—especially by unaccountable Members of Congress. By moving the post-20-week abortion ban only in conservative States and targeting the District, which has no vote on such a bill on this floor, even though it affects only our residents, Republicans show they lack the courage of their own convictions and the courage to make this bill apply nationally, even in a Republican-controlled House where they would surely win. They target the District of Columbia women because they fear the wrath of the Nation's women that a nationwide bill would surely bring.

□ 1050

Well, we will not stand by as Republicans, who claim to favor small and local government, attempt to pass legislation affecting my constituents but not theirs in an act of disdain for the Federalist principles they profess.

Fortunately, the scheduled markup of the bill has helped us and pro-choice organizations to alert women across the United States that the D.C. label on this bill is a cover for a bill that seeks to undermine the reproductive rights of women across the United States.

Women have been watching closely ever since the first attacks on reproductive health in the House this term. With the post-20-week D.C. abortion bill, Republicans have left no doubt that the reproductive freedom of America's women depends upon a Democratic Congress and a Democratic President.

RECOGNIZING ALLYN LAMB OF AGCHOICE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. THOMPSON) for 5 minutes.

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to recognize Allyn Lamb, the president and CEO of AgChoice, who will retire at the end of the year after decades of service to the agriculture community.

AgChoice is an agriculture credit association that provides a broad range of financial services to farmers and foresters all across Pennsylvania. Under Allyn's leadership, AgChoice has become a leading institution supporting the credit needs of farmers, as well as the mortgage credit needs of rural homeowners, for communities across the Fifth District of Pennsylvania and throughout the greater Commonwealth of Pennsylvania. Even under a tough economy, AgChoice has consistently stayed financially sound while offering outstanding service and support to our agriculture communities.

With 32 years of service in the Farm Credit System, Allyn has spent his pro-

fessional career as a champion for agriculture and the individual farmer. We owe him a great deal of thanks for his tireless work and his committed leadership.

I want to thank you for your service, Allyn, and wish you well in your retirement.

REPUBLICANS ARE HOLDING AMERICA HOSTAGE

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. HIGGINS) for 5 minutes.

Mr. HIGGINS. Mr. Speaker, the Republican majority of this House is holding the American people and its economy hostage in a cynical ploy to keep the economy from growing and creating jobs.

In the year 2000, 12 years ago, the Federal budget had a \$258 billion surplus that was a direct result of having created 22 million private sector jobs under the Clinton administration. New road and bridge projects were funded and American businesses were providing the labor and equipment to help rebuild the Nation's infrastructure.

In the year 2001, the new Republican administration came in and looted a surplus that they didn't create to finance two tax cuts we couldn't afford and two wars that took over \$1 trillion out of the American economy. They ruined the American economy by losing more jobs than in any period in the past 60 years and created a financial crisis not seen since the Great Depression. The Republican Party and their failed policies took us from record surplus to record deficit.

In 2009, the Republicans handed this mess over to the current President and have vowed not to help him rebuild this Nation and its economy. They have created a phony debt limit crisis that reverberated throughout the American economy and the financial markets. The debt ceiling crisis cost American investors \$18 million and led to a downgrade of the Nation's credit rating. This debt limit crisis imposed a tax on the American people that did real and permanent damage.

Default, or the threat of default, will exact more economic damage on an already fragile recovery, and they're threatening to do it all again later this year—this, despite the fact that the House Republican budget resolution spends \$1 trillion more than it takes in in revenue. The logical consequence of their budget, the Republican budget, is to raise the debt ceiling.

We need to nation build right here in America. Our Nation's roads and bridges are falling part. You have 69,000 structurally deficient bridges in this Nation. Every second of every day, seven cars drive on a bridge that is structurally deficient. The Senate and the House just passed a \$105 billion transportation bill to spend less than \$53 billion in each of the next 2 years. While it is something, it's weak—in fact, it's pathetically weak. It will fill